THE SIXTH DAY.

Wednesday, the 16th March, 1932.

The Assembly met again at 11-30 A. M. on Wednesday, the 16th March, 1932, the Dewan presiding.

95. Suggestions for the development of trade in Travancore.

MR. M. L. JANARDANA PILLAI (*Trading Classes, Alleppey*) said that Government should put forth sustained and strenuous efforts for still further improving the trade of the country. As a member of several sessions of the Assembly and of the Economic Development Board he had suggested the urgent necessity of providing additional shipping facilities at Alleppey by the construction of a new pier and a boat basin wherefrom cargo could be loaded into boats and carried straight to the steamers. It was gratifying to learn from the Dewan's Address that these matters were receiving attention. These should be expedited.

The landing and shipping dues and the port dues at the Travancore ports should be reduced at a very early date. This would increase the volume of trade in the State.

The opening of the Kottayam-Alleppey road was an urgent necessity. This would greatly develop inland trade.

The Alleppey water supply scheme should be taken up immediately. The place was very unhealthy and drinking water scarce. Men of enterprise and traders were unwilling to go to Alleppey because of its unhealthy condition.

An electric supply scheme for Alleppey was an equally urgent necessity. This would give a great impetus to the development of trade and industries. The Alleppey Municipal Council had applied for a license for the supply of electrical energy to the town. But the Government were unwilling to grant it for fear that the Municipality might sub-let the license. The Government themselves were not however prepared to work out the scheme. The scheme should be taken up and worked out immediately through any agency.

The reinforced concrete works in the Commercial canal at Alleppey were commenced 15 years back, but half the work still remained to be done. The work was taken up only bit by bit. This caused very great delay and incidental waste and adversely affected the trade of the town. The whole work should be taken up immediately and completed within one year.

The commercial firms at Alleppey found it hard to expand their business owing to limited accommodation in the town. A special engineering staff should be immediately appointed to find out how further expansion of roads and canals could be effected with a view to provide further facilities for commercial development.

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The Government should lay down a road programme under which all the roads in the State would converge at Alleppey. This would bring all the export trade of the country to the Alleppey port. The roads in Alleppey were in a miserable condition and they should be put in order at an early date.

The development of trade was seriously hampered because goods traffic in lorries was not allowed along the Neriamangalam-Pallivasal road. If this restriction be removed the import trade of the State would improve and the Government would get the benefit of the revenue under import duty.

The construction of bridges at Arur and Tottappalli was very urgent and should not be postponed, in the interests of the development of trade.

The export trade in cashewnuts was going down. The value of cashewnuts exported in 1931, was one lakh of rupees, but this was likely to be reduced considerably in 1932. The Government should therefore take steps to develop cashewnut trade.

Travancore was not a manufacturing country. The development of trade of the State depended mainly on the expansion of export trade. This expansion in trade could be achieved only by insistent and judicious propaganda through men specially qualified to handle each department of export trade. Government should give liberal grants to associations of Indian merchants formed for this purpose.

DEWAN'S REPLY: Your suggestions, Mr. Janardana Pillai, will receive very careful consideration. Some of them I have replied to in my answers to previous speakers. I am hoping to visit Alleppey early next month and to study the problems on the spot.

96. Needs of the Shencotta taluk.

MR. S. K. SUBRAHMANYA AIYAR (*Shencotta taluk*) said that the policy followed by the Government in the matter of nomination of the president and judges to the Village Panchayat Courts was not satisfactory. It was an accepted principle of the Judicial Department that judicial officers should not be allowed to continue in the same place for more than three years. But in Village Panchayat Courts, which formed a portion of the judiciary of the State, the judges were allowed to continue for many years. As an instance, the member referred to the case of the president and judges of the Shencotta Village Panchayat Court who were in office for seven years without break. There were other competent men in the place who could with advantage be given a chance.

The member next represented about the need for granting permission to the poor ryots to remove fuel and timber for making agricultural implements from the Puliyara reserved forest. The Forest Department was collecting 9 pies per head-load of fuel. This was prohibitive in view of the fall in the price of fuel. It should be reduced to 4 pies or 6 pies per head-load.

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